

PERFORMANCE MANAGEMENT IN VIRGINIA

Performance management is a strategic approach that uses system information to inform investment and policy decisions to achieve transportation system performance goals. Utilizing performance management better positions Virginia to develop and implement smart, transparent, and efficient transportation policy and investment strategies which underpin a healthy economy and put the state's transportation program in a strong position to support the Commonwealth's economic growth and competitiveness moving forward.

Setting targets for performance measures helps to establish a strategic direction for the future of Virginia's surface transportation network. **The process for setting targets involves:**

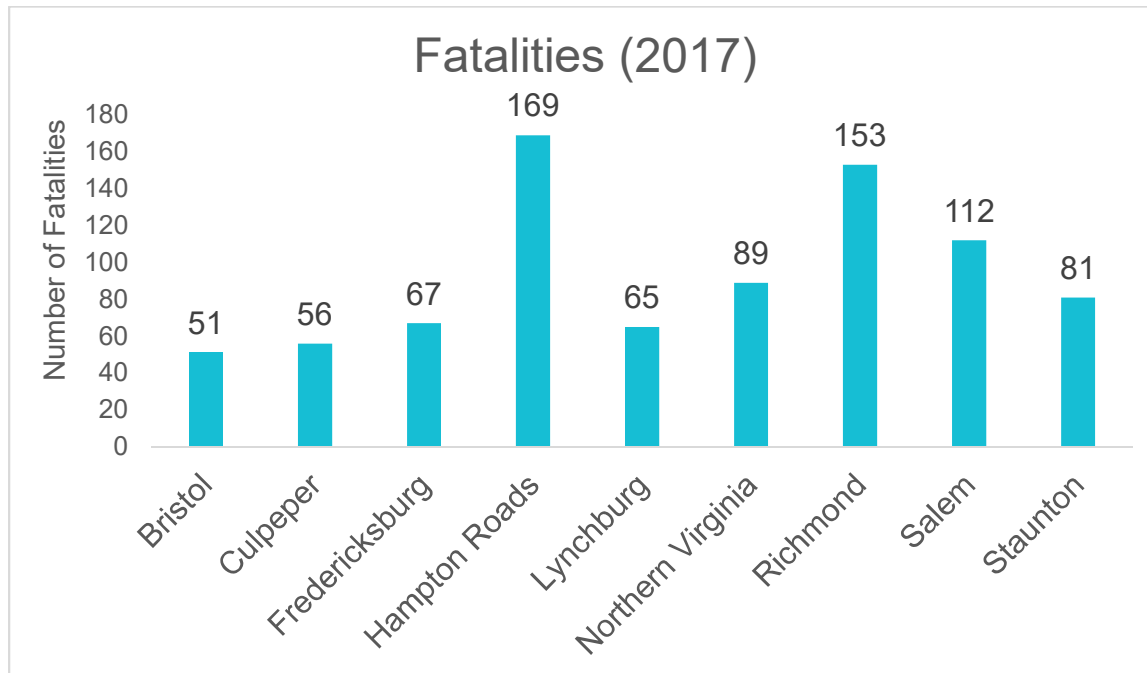


- Assessing baseline performance, current practices, data, and integration of these factors;
- Reviewing performance trends, internal and external factors, analysis tools, and future projections;
- Evaluating and recommending targets for decision-maker review and refinement;
- Conducting further analysis to refine targets and identify additional VTrans performance indicators;
- Documenting steps, decisions, and process.

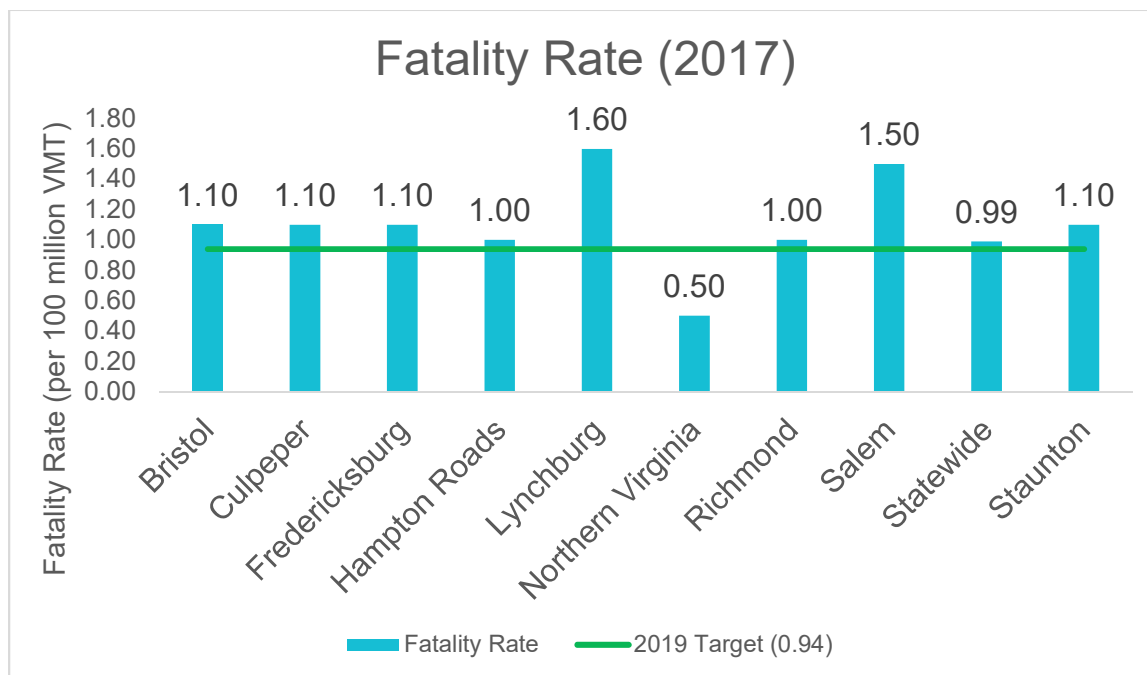
This process supports a transparent, repeatable, and engagement-based approach understood by VDOT and DRPT stakeholders, including metropolitan planning organizations (MPOs). **Federal performance measures include:**

Safety Performance Measures	Pavement/Bridge Performance Measures	System Performance Measures
<ol style="list-style-type: none"> Number of fatalities* Fatality rate (per 100 million VMT)* Number of serious injuries* Serious injury rate (per 100 million VMT) Number of non-motorized fatalities and serious injuries 	<ol style="list-style-type: none"> % of pavements on the <u>Interstate</u> system in good condition % of pavements on the <u>Interstate</u> system in poor condition % of pavements on the <u>non-Interstate</u> NHS in good condition % of pavements on the <u>non-Interstate</u> NHS in poor condition NBI NHS bridges in good condition by % deck area NBI NHS bridges in poor condition by % deck area 	<ol style="list-style-type: none"> % of person miles on the <u>Interstate</u> system that are reliable % of person miles on the <u>non-Interstate</u> NHS that are reliable Truck travel time reliability index (TTTR) Annual hours of peak-hour excessive delay per capita Percent of non-single occupant vehicle travel Total emissions reduction (CMAQ projects)

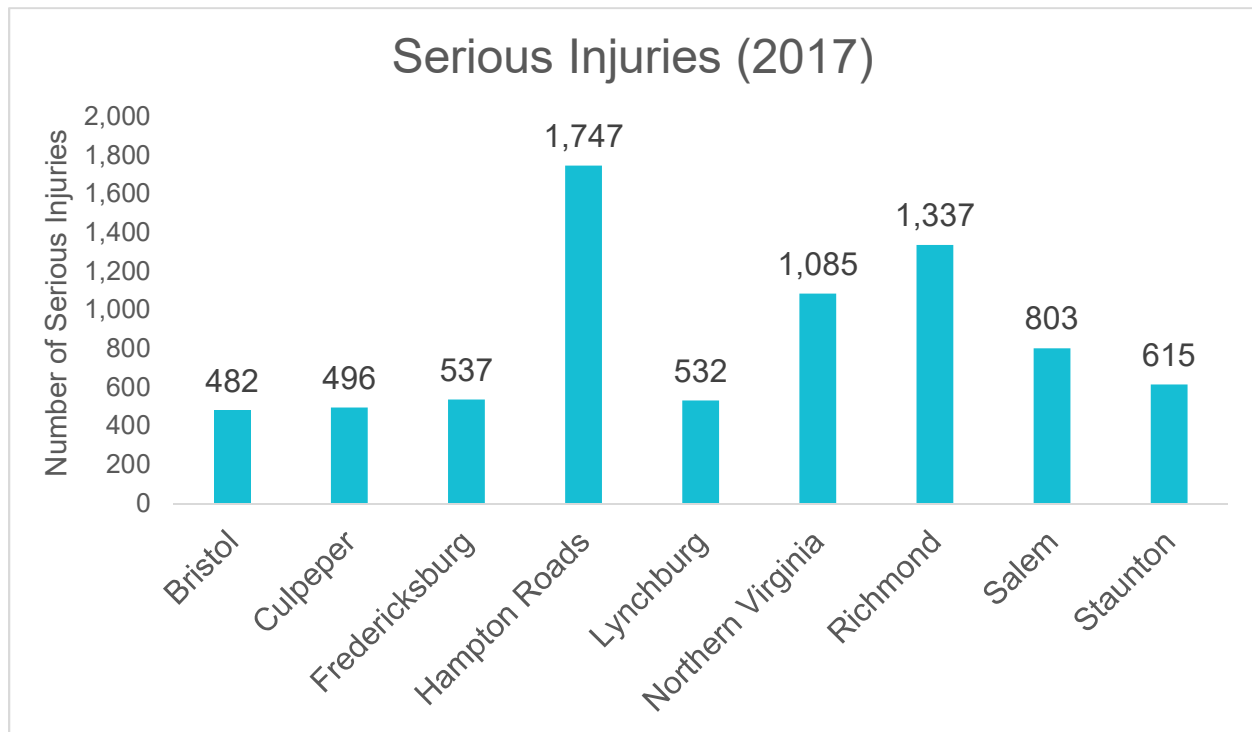
Virginia has set targets for safety, pavement and bridge condition, and system performance, as well as transit assets. The Commonwealth Transportation Board (CTB) adopted targets for [safety in July](#) and [pavement and bridge condition and system performance in September](#). The following charts show district data for 2017 and statewide CTB decisions on performance targets for 2019-2021.



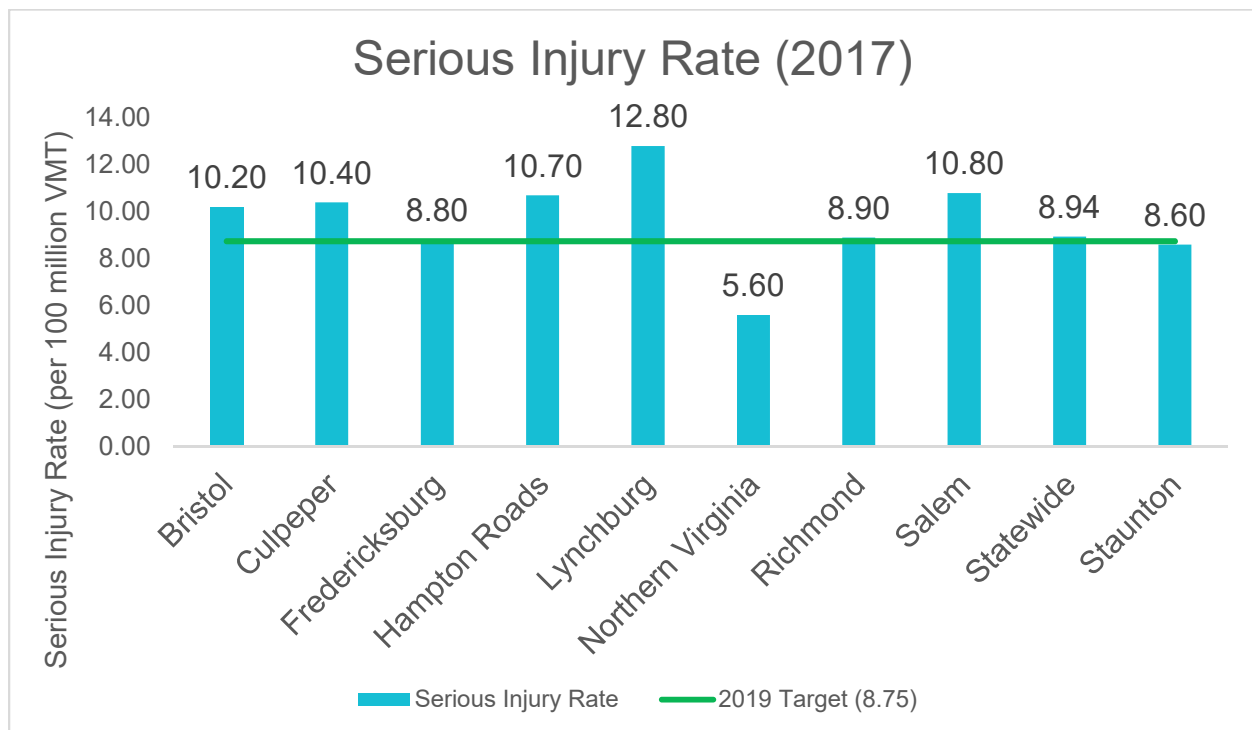
Number of fatalities on all public roads in Virginia in 2017. There were 843 fatalities in Virginia in 2017. The annual target for 2019 is 840.



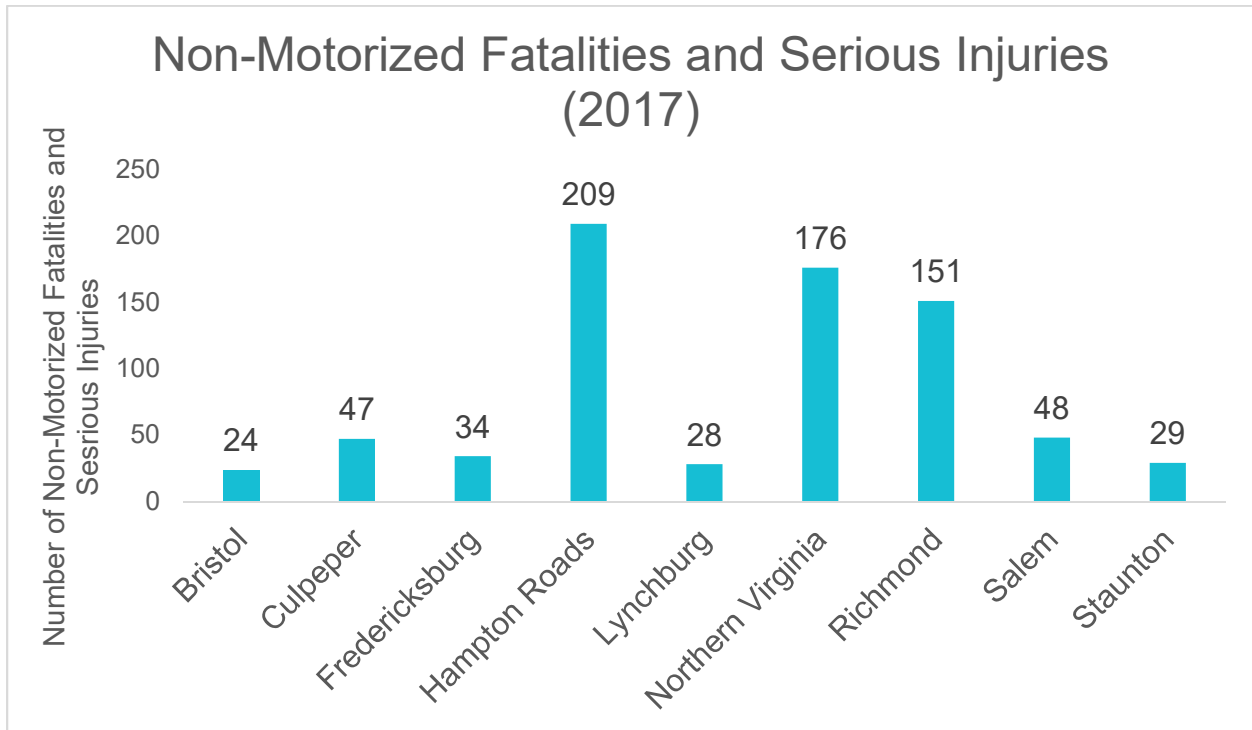
Fatality rate (per 100 million VMT) on all public roads in Virginia in 2017.



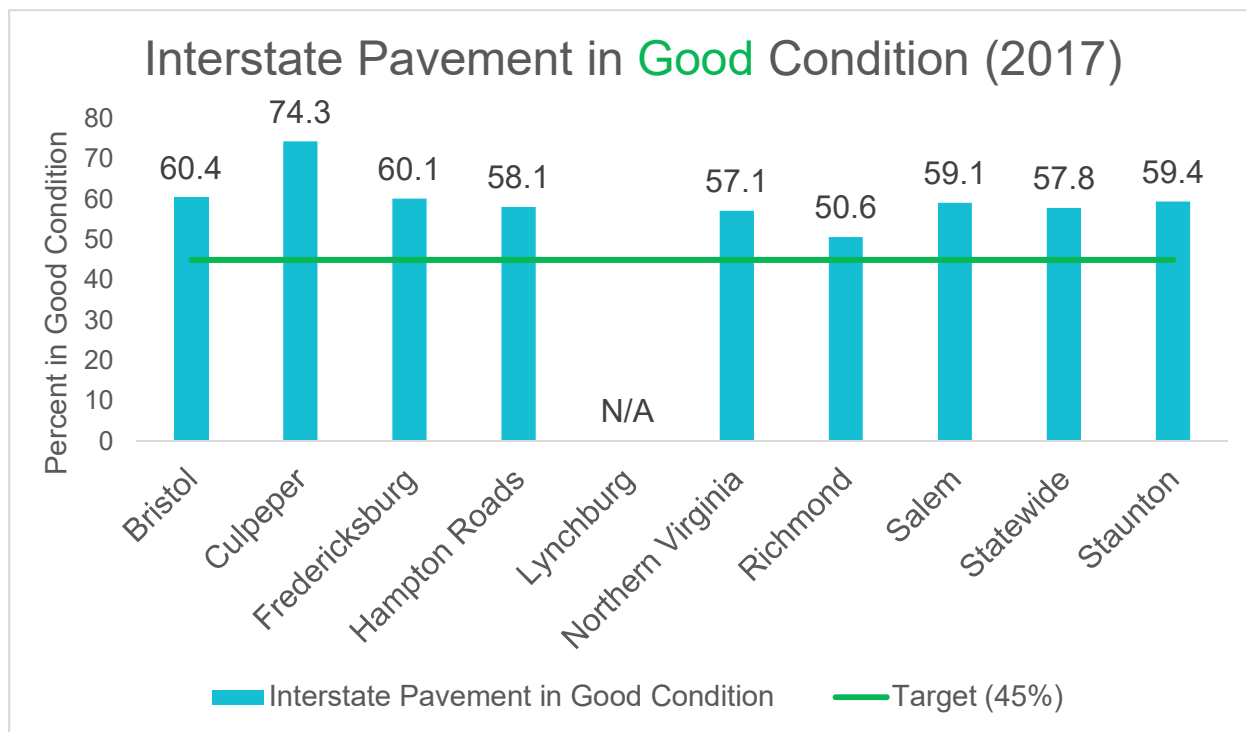
Number of serious injuries on all public roads in Virginia in 2017. There were 7,634 serious injuries in Virginia in 2017. The annual target for 2019 is 7,689.



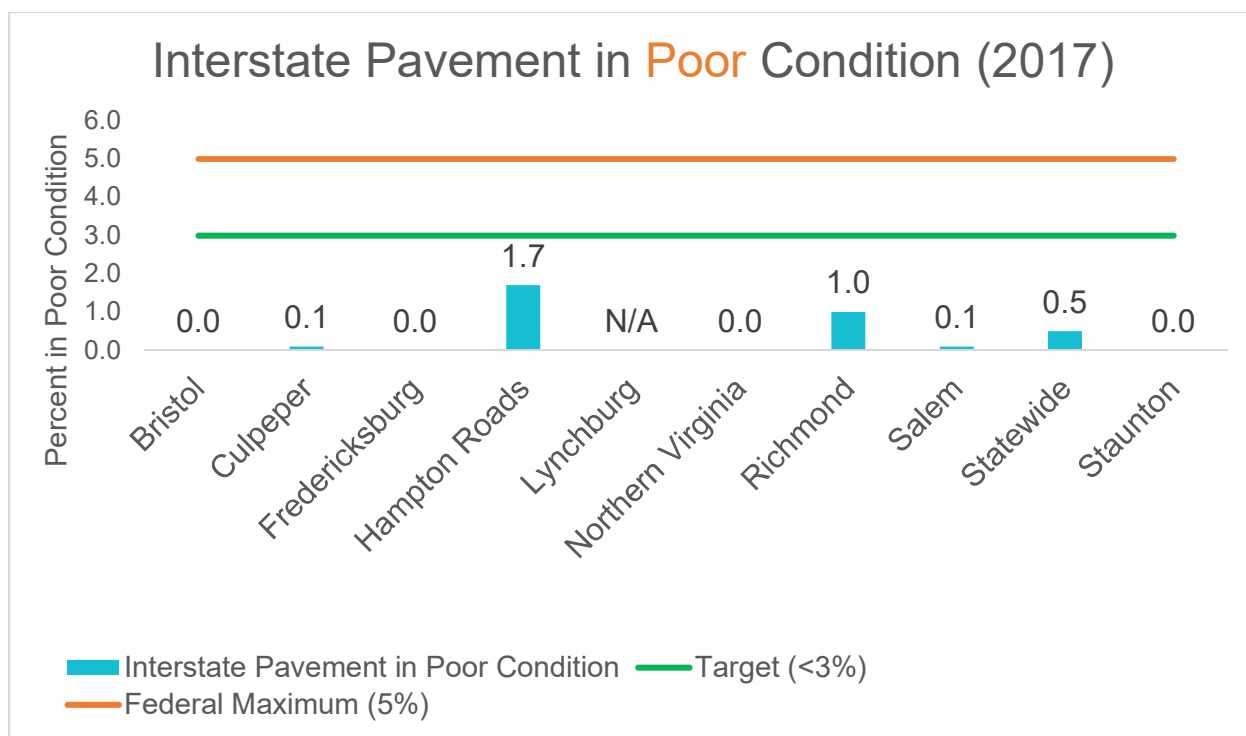
Serious injury rate (per 100 million VMT) on all public roads in Virginia in 2017.



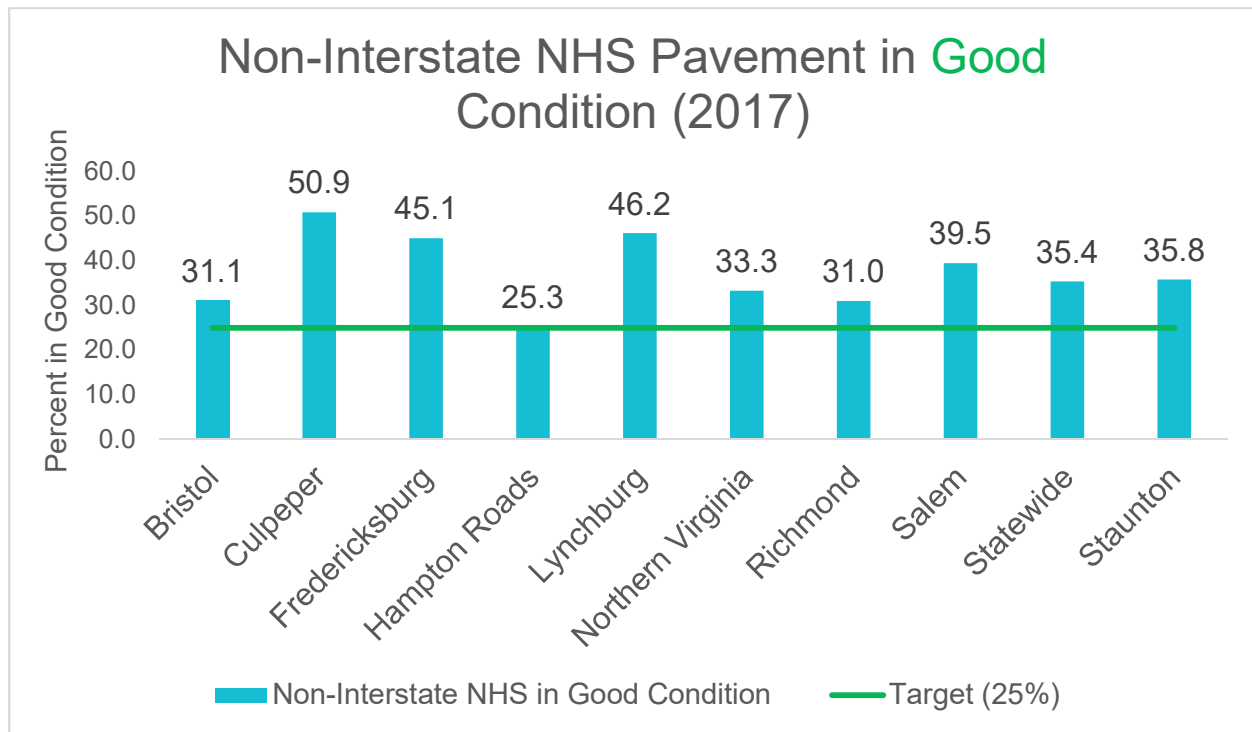
Number of non-motorized fatalities and serious injuries on all public roads in Virginia in 2017. There were 746 non-motorized fatalities and serious injuries in Virginia in 2017. The annual target for 2019 is 714.



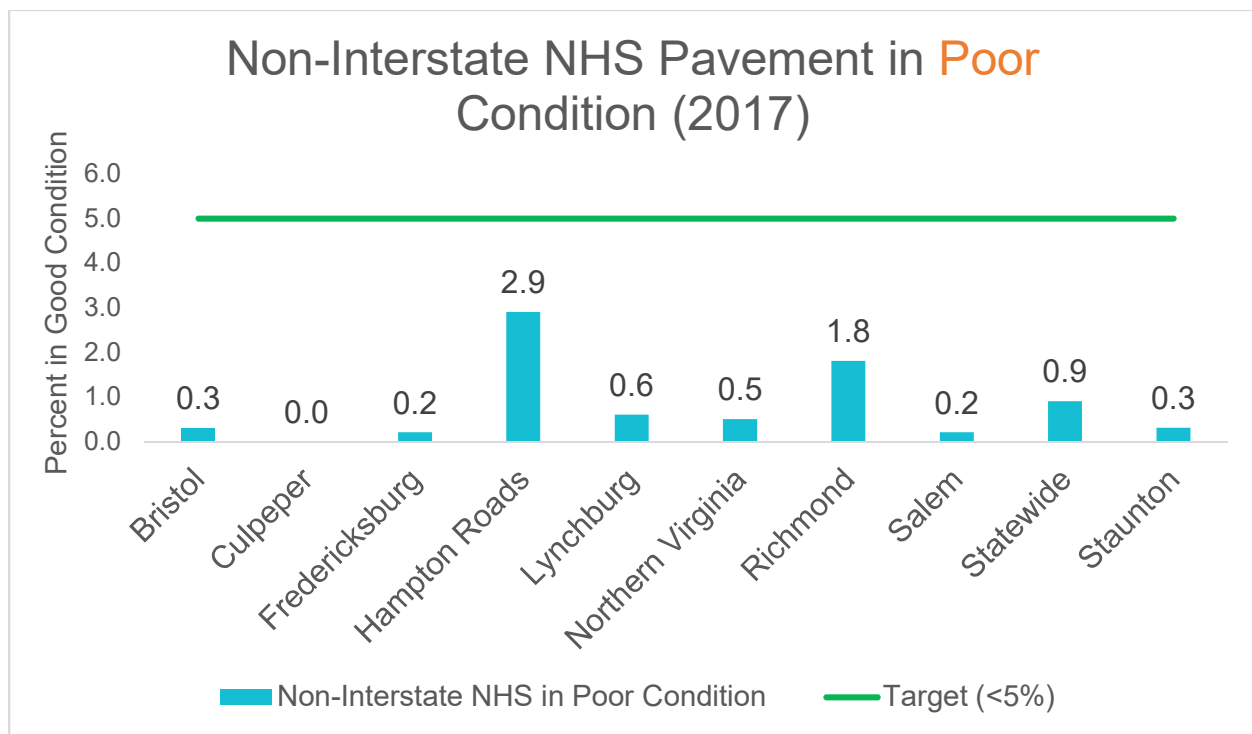
Percentage of pavement on the Interstate system in good condition. Data as of December 31, 2017.



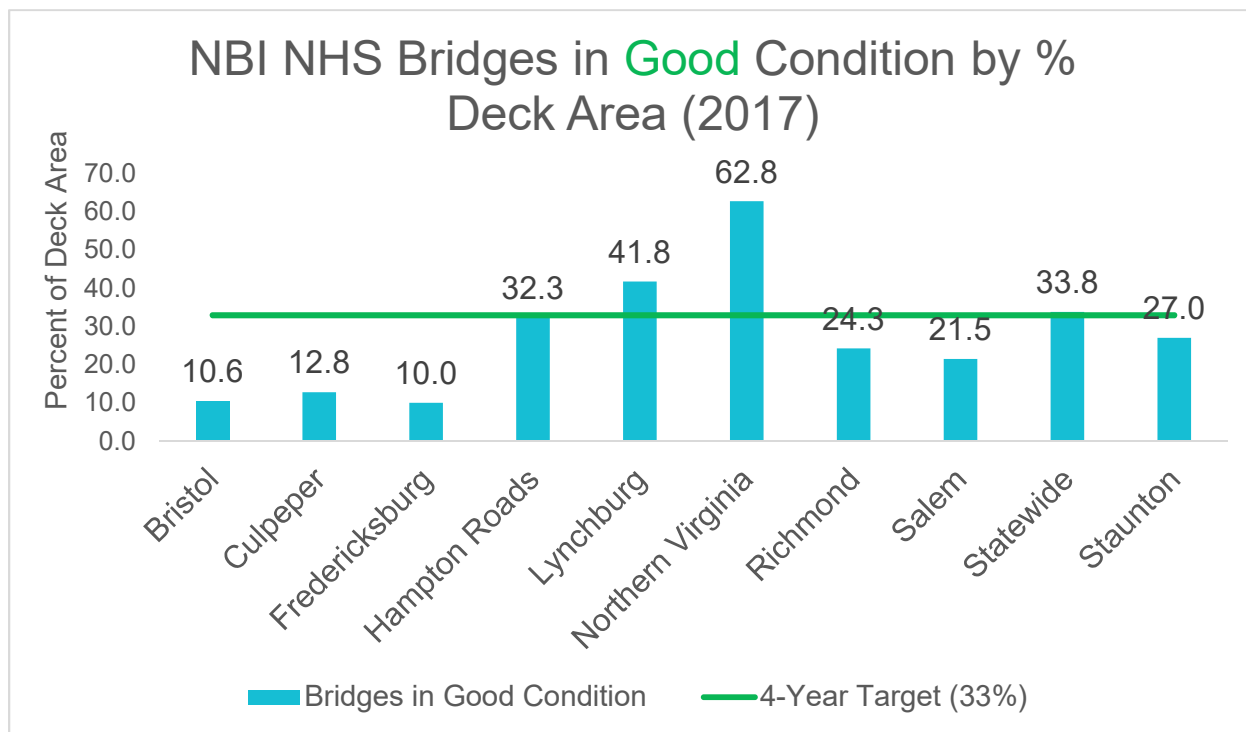
Percentage of pavement on the Interstate system in poor condition. Data as of December 31, 2017.



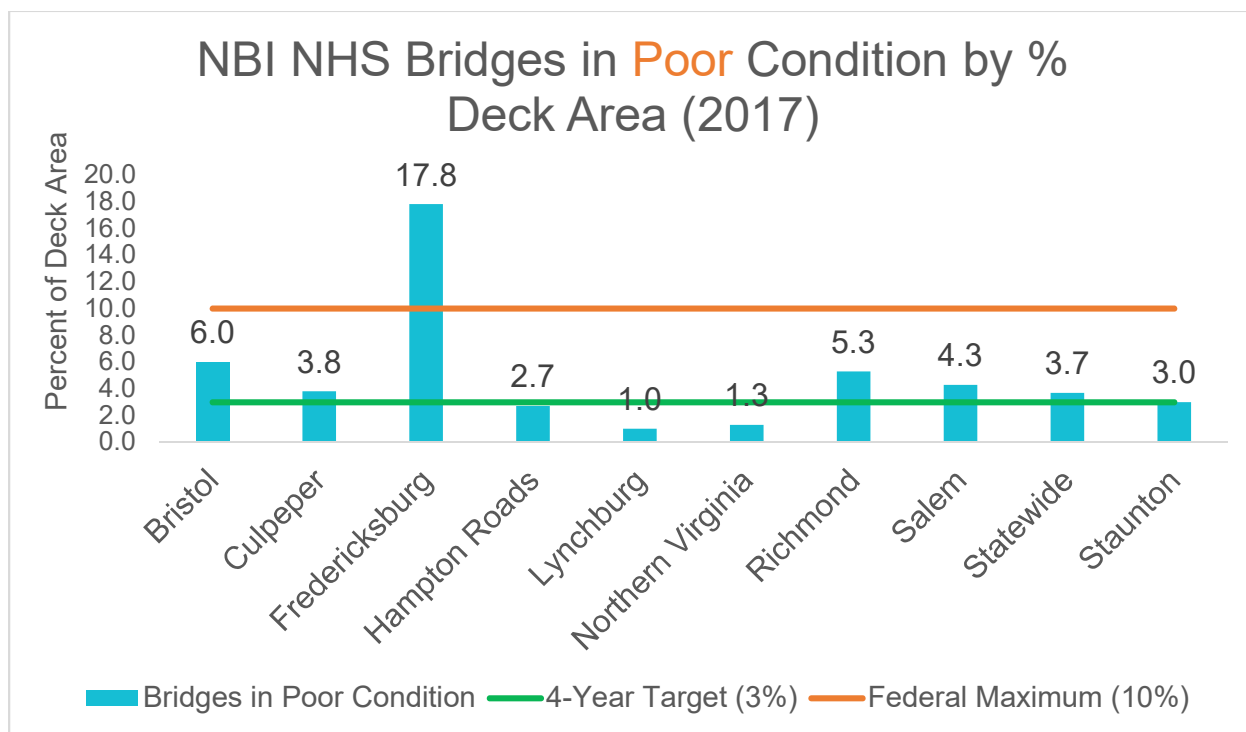
Percentage of pavement on the Non-Interstate NHS in good condition. Data as of December 31, 2017.



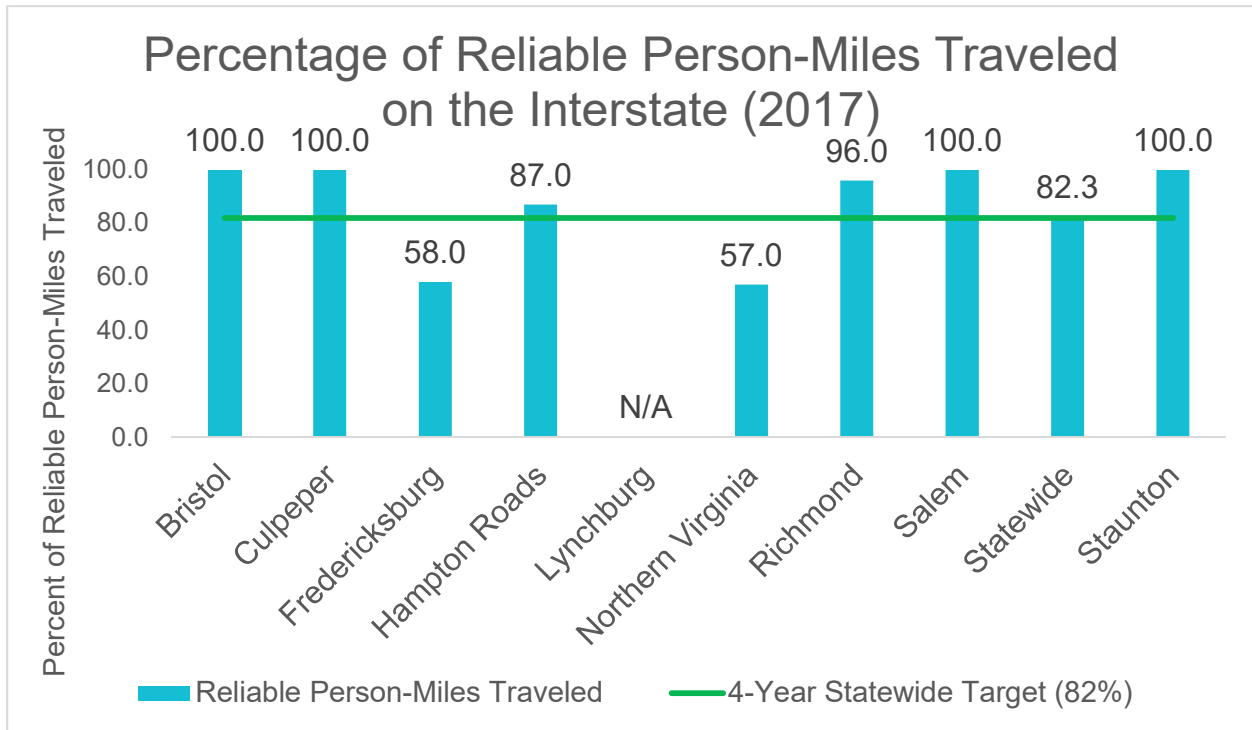
Percentage of pavement on the Non-Interstate NHS in poor condition. Data as of December 31, 2017.



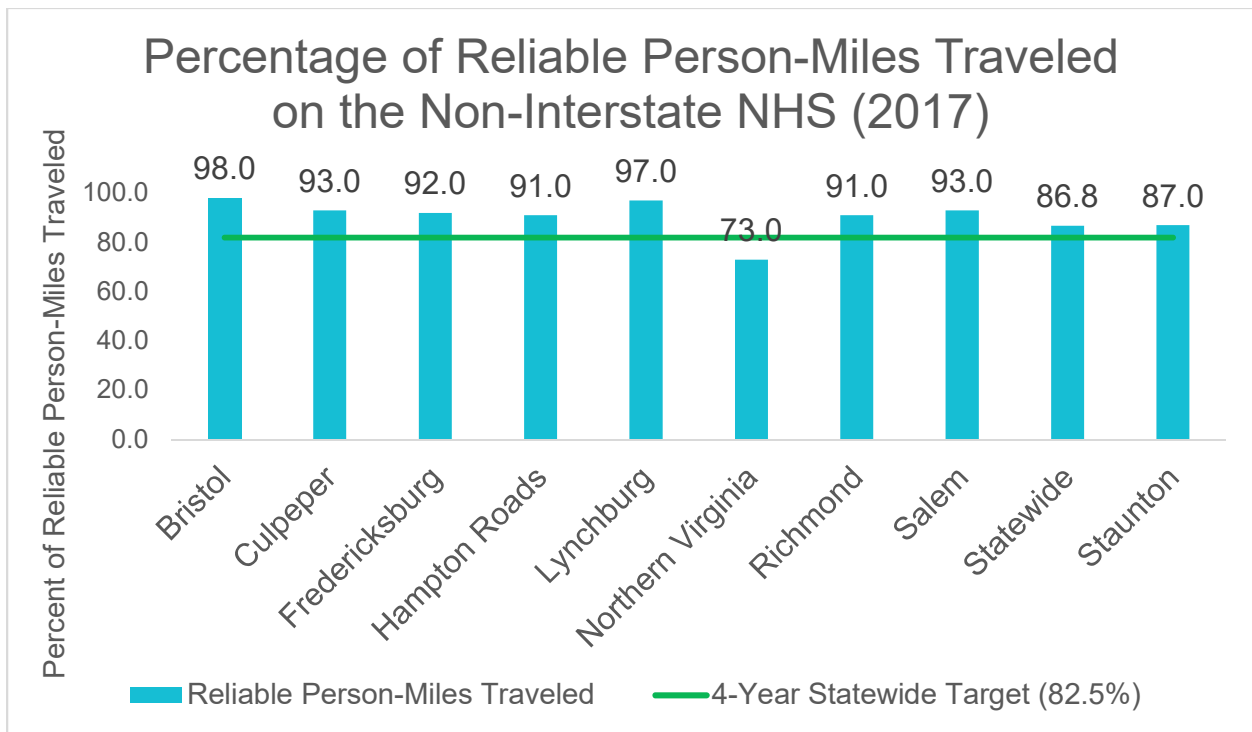
National Bridge Inventory bridges on the NHS in good condition by percentage deck area. Data as of December 31, 2017.



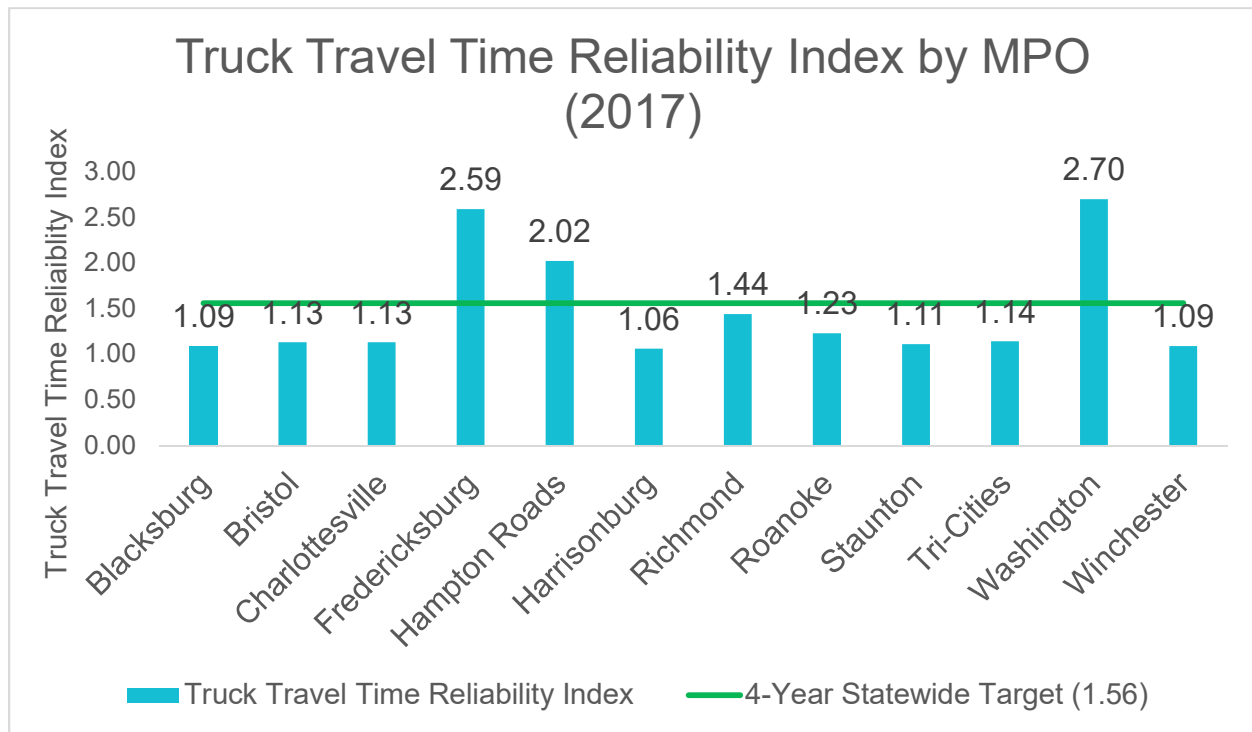
National Bridge Inventory bridges on the NHS in good condition by percentage deck area. Data as of December 31, 2017.



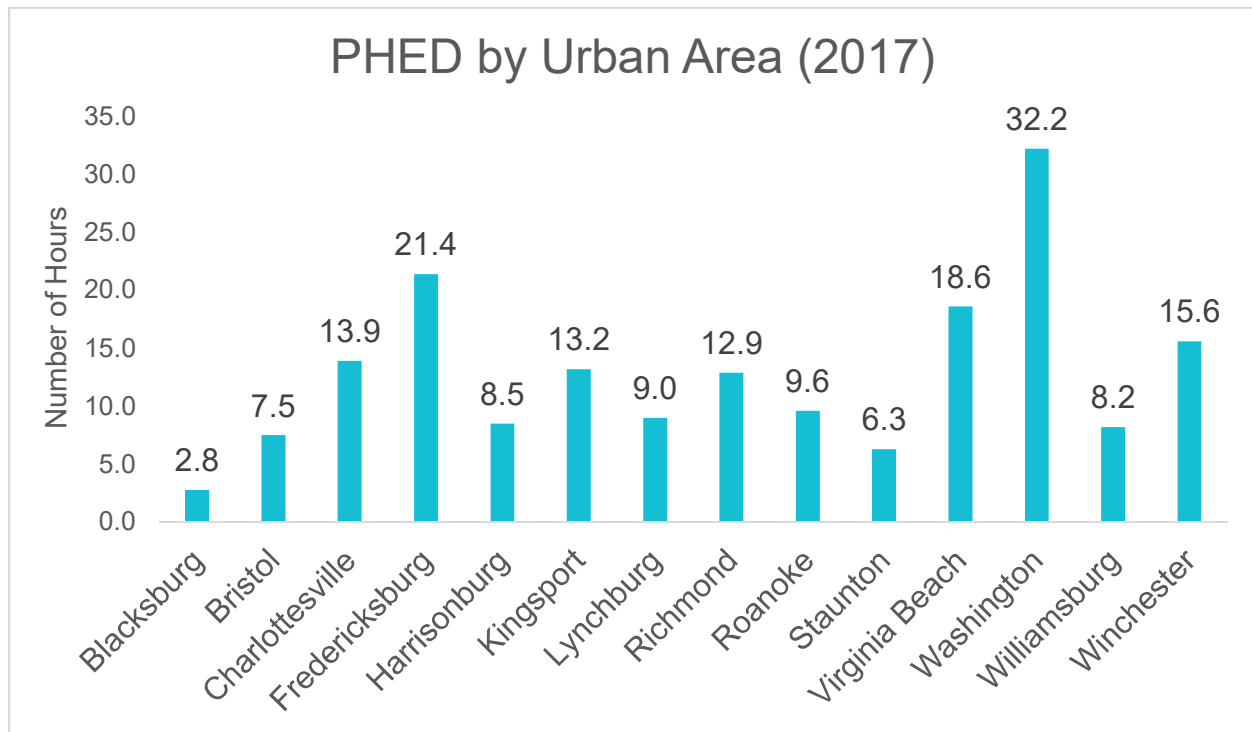
Percentage of person miles on the Interstate system that are reliable. Data as of December 31, 2017.



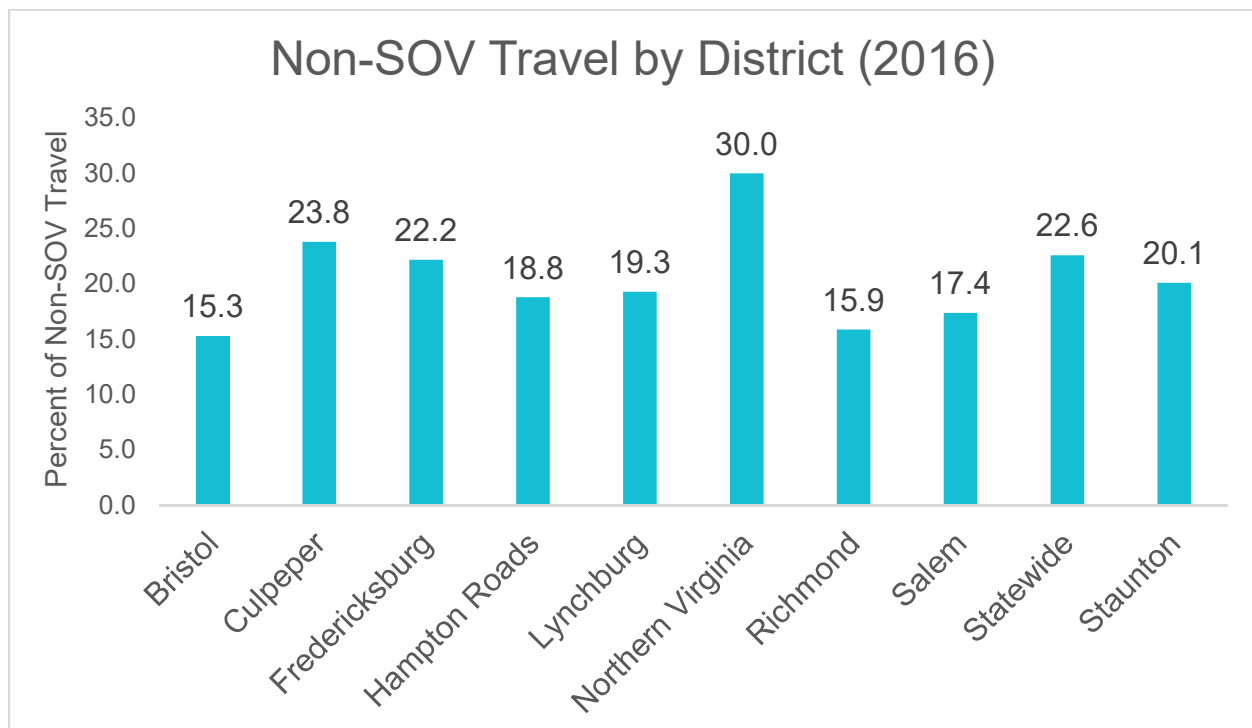
Percentage of person miles on the Non-Interstate system that are reliable. Data as of December 31, 2017.



The truck travel time reliability (TTTR) index measures the reliability of an interstate segment during five time periods. A segment is unreliable if the reliability metric is worse than 1.5. TTTR captures the worst of the five time periods, or the most unreliable time period for the segment. Data as of December 31, 2017.



Peak hour excessive delay per capita (PHED) measures congestion on the NHS only. **A target is only required for Northern Virginia**; the 4-year target (ending in 2021) is 26.7 hours per capita. Data as of December 31, 2017.



Non-single occupancy vehicle travel measures the percentage of people traveling by means other than driving alone, including walking, biking, teleworking, carpooling, and public transit. **A target is only required for Northern Virginia**; the 4-year target (ending in 2021) is 37.2%. Data Source: American Community Survey.